GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:45
ANSWERED ON:04.12.2003
CORPORATE SAFETY PLAN
SHYAMA SINGH;UTTAMRAO DEORAO PATIL

Will the Minister of RAILWAYS be pleased to state:

to Unstarred Question No.2584 dated August 7, 2003 regarding Corporate Safety Plan and state:

(a) whether such 10 year Corporate Safety Plan for 2003 to 2013 has been finalised;

(b) if so, the saient features of the plan;

(c) if not, the time by which it is likely to be finalised;

(d) the investment/funds envisaged under this plan, the amount spent/ to be spent during the current year from such fund, head-wise; and

(e) the extent to which the implementation of this plan will help in reducing rail accidents in the country?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (e): A statement is laid on the the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.45 BY SHRI UTTAMRAO PATIL SHRIMATI SHYAMA SINGH TO BE ANSWERED IN LOK SABHA ON 04-12-2003 REGARDING CORPORATE SAFETY PLAN.

(a) & (c): `Corporate Safety Plan` of Indian Railways for the period 2003-2013 has been finalized. It was laid on the Table of the Sabha on 19th August, 2003.

(b) & (c): The Corporate Safety Plan states the objectives, targets and strategies for which the Indian Railways would be striving in the next decade. The document encompasses the broad priorities and time frame of the safety related works along with assessed approximate requirement of financial investments.

Some of the salient features of the Plan and the assessed reduction in various types of accidents are:-

(i) Aim to reduce overall consequential train accidents per million train kilometres from 0.44 in 2002-03 to 0.17 in 2012-13.

(ii) Targetting elimination of collisions by extensive use of Anti-Collision Device (ACD) and other measures.

(iii) 60% reduction in derailments.

(iv) Reduction in fire accidents and consequent fatalities by 80% by adoption of fireproof coaches and use of fire retardant materials in the existing coaches.

(v) Containing the rising trend in level crossing accidents.

(vi) Aiming at reduction in fatalities in case of serious accidents by use of Crash Worthy Coaches and tight lock couplerswith anti-climbing features.

(vii) Filling up of all Safety Category posts on urgency basis.

(viii) Proposal for Safety Related Retirement Scheme (SRRS) for gangmen and drivers in age group of 50 to 57.

(d) In the plan period, thrust would be given on safety enhancement works as identified and detailed in the plan. The total investment involved during the ten year period (2003-2013) for various safety enhancement works listed in the Safety Plan would be Rs.31,835 crores. Out of this Rs.13,000 crore is to be sourced from Special Railway Safety Fund (SRSF) and Rs.8911 crores from Railway Safety Fund (RSF). The additional requirement to fulfil the plan would be around Rs.10,000 crores.

The net budgeted allocation under SRSF and RSF for various planheads, as also the net expenditure till the end of September 2003 is given below:

(Rs. in crores)

Planhead	Budget Estimates 2003-04 (Net)		Expenditure upto September 2003 (Net)	
	RSF	SRSF	SRF	SRSF
Rolling Stock	-	219	-	171
Road Safety Works - Level Crossings	120	-	28	-
Road Safety Works- ROBs/RUBs	313	-	26	-
Track Renewals	-	1407	-	740
Bridge Works	-	210	-	52
Signalling and Telecommunication Works	-	460	-	156
Machinery and Plant	-	13	-	12
Other Electrical Works	-	1	-	-
Other Specified Works	-	1	-	-
TOTAL	433	2311	54	1131

Apart from the above, expenditure on the safety related planheads is also sourced from the Depreciation Reserve Fund for normal renewals and replacements. Some expenditure from other sources like Development Fund, Capital etc is also incurred on these planheads.